

Coos County Transit Master Plan

Financial Assessment Overview

November 16, 2020





Introductions

Please describe
your role on the
project



Agenda Review

TIME	SUBJECT	LEAD PRESENTER	GUIDANCE REQUESTED
2:00	Introductions	David Hope – CCAT	
2:10	Welcome, Meeting Purpose, Agenda Review	Susie Wright – Kittelson	Confirm Understanding, Questions for Clarification
2:15	Recap Meeting #3 and Activities Since September 2020		
2:20	Financial Assessment Memo		Questions/comments on short-term, mid-term, and long-term projects? Questions/comments on funding scenarios?
3:20	Next Steps: Transit Development Plan (December)		
3:30	Adjourn		



1 – Project Initiation and Stakeholder Involvement

| **Throughout**



2 - Existing Conditions

| **May - December**



3 – Transit Needs and Opportunities

| **February – Aug**



4 – Evaluation and Prioritization

| **Sept – Oct**



5 - Draft Transit Master Plan

| **Oct – Dec**



6 – Adoption

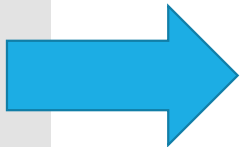
| **January**

2019

2020

2021

Project Tasks and Deliverables



Current Phase: Future Opportunities

The project team is currently working on the draft Transit Master Plan. *Route alternatives* were recommended as part of Memo #5 and a *financial assessment* of the routes was conducted as part of Memo #6.

What is Coos County Transit Master Plan (CCAT)?

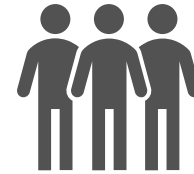
The CCAT Transit Master Plan will identify short-, mid- and long-term opportunities and include guidance on managing and improving transit services, facilities and coordination with transit services within the County such as Curry County's Coastal Express and Pacific Crest Bus Lines.



Bus routes and services



Bus stops and facilities

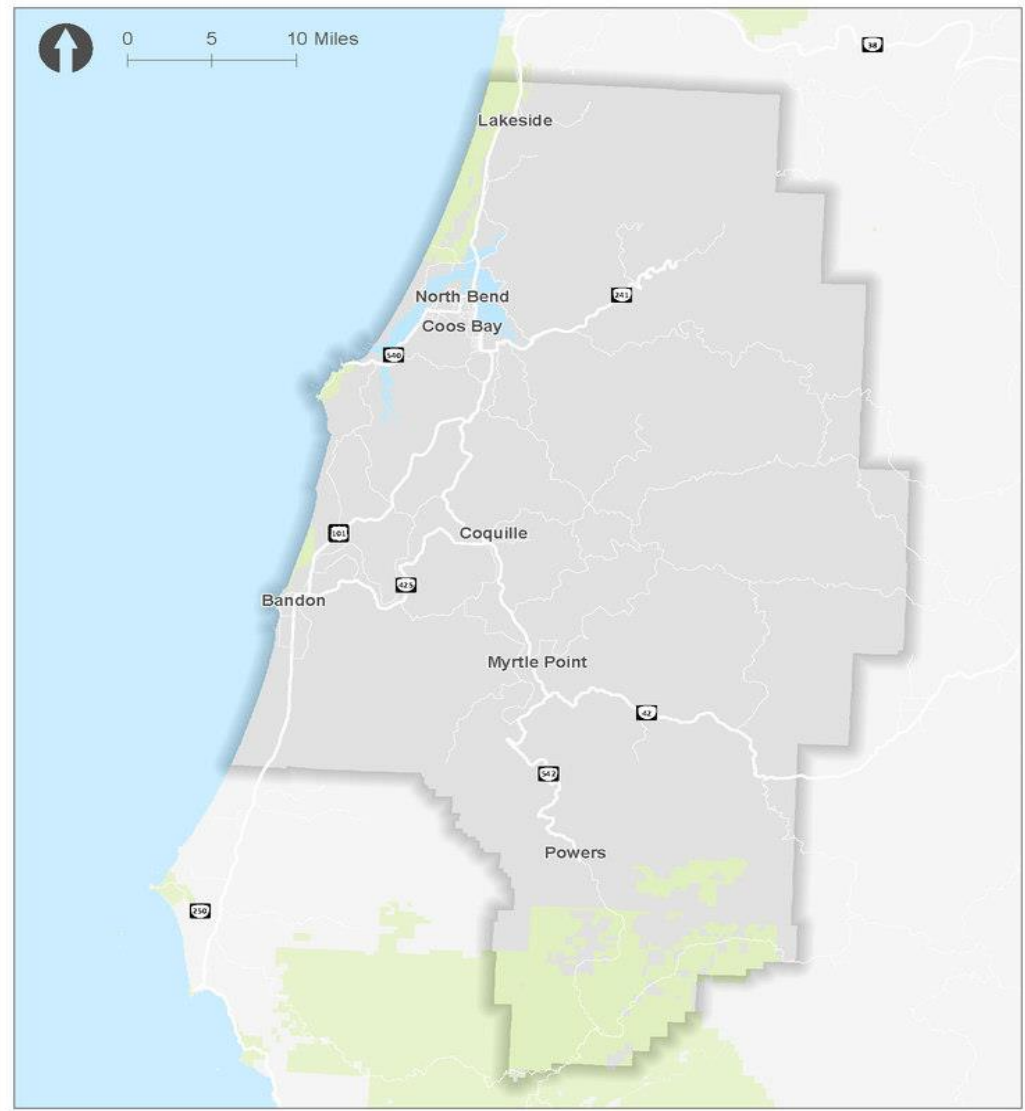


Coordination with adjacent providers

Why do we need it?

It's needed to improve safety, mobility and accessibility of the transit system in Coos County. Proposed changes focus on building a connected transit system that supports mobility, planned land uses, economic vitality, livability, and public safety.

Study Area



Coos County Boundary

Study Area
Coos County, Oregon

Figure 1

R:\12102514 - Coos County Transit Master Plan\GIS\Task 2 - Existing Conditions\01 - Study Area.mxd - joomenka - 4:53 PM 8/16/2019

Since we
Last Met

- Memo #6: Financial Assessment

Alternatives Memo Recap

Deviated-Fixed Route Service Model Overview

- This model is currently in place
- Currently, 2 buses provide paratransit (dial-a-ride) services in Coos county
- According to deviated route model, the bus would follow a fixed route, but anyone would be allowed to request a deviation
- This will allow some of the increase in demand for ADA complementary paratransit to be served by deviations of the fixed-route while continuing to serve some of the demand with up to two dial-a-ride vehicles, and helping CCAT sustain service into the future. ADA complementary paratransit service will not be specifically provided.



CCAT Proposal

- CCAT proposes to operate a demand response model of deviated-route service, with the following characteristics:
 - **Everyone** would be eligible to request a deviation of the fixed-route service
 - Maximum deviation distance: **¼ mile from the fixed route**
 - **Trip purpose** priorities for paratransit service, in descending order: medical, employment, education, nutrition, shopping, recreation, other, same-day medical, same-day non-medical
 - Maximum deviations per trip: To be determined. Each route's schedule will build in time to accommodate the **maximum number of deviations** without affecting schedule reliability
 - **Limited dial-a-ride service** for seniors and people with disabilities within current service area



Alternatives Routes Memo Recap

Alternatives Memo Recap

Proposed Route Changes

- Pirate, Bulldog, and Crab Express are proposed to operate as deviated-routes
- Some locations will no longer be timepoints but will be eligible as deviated stops

Eliminated Routes

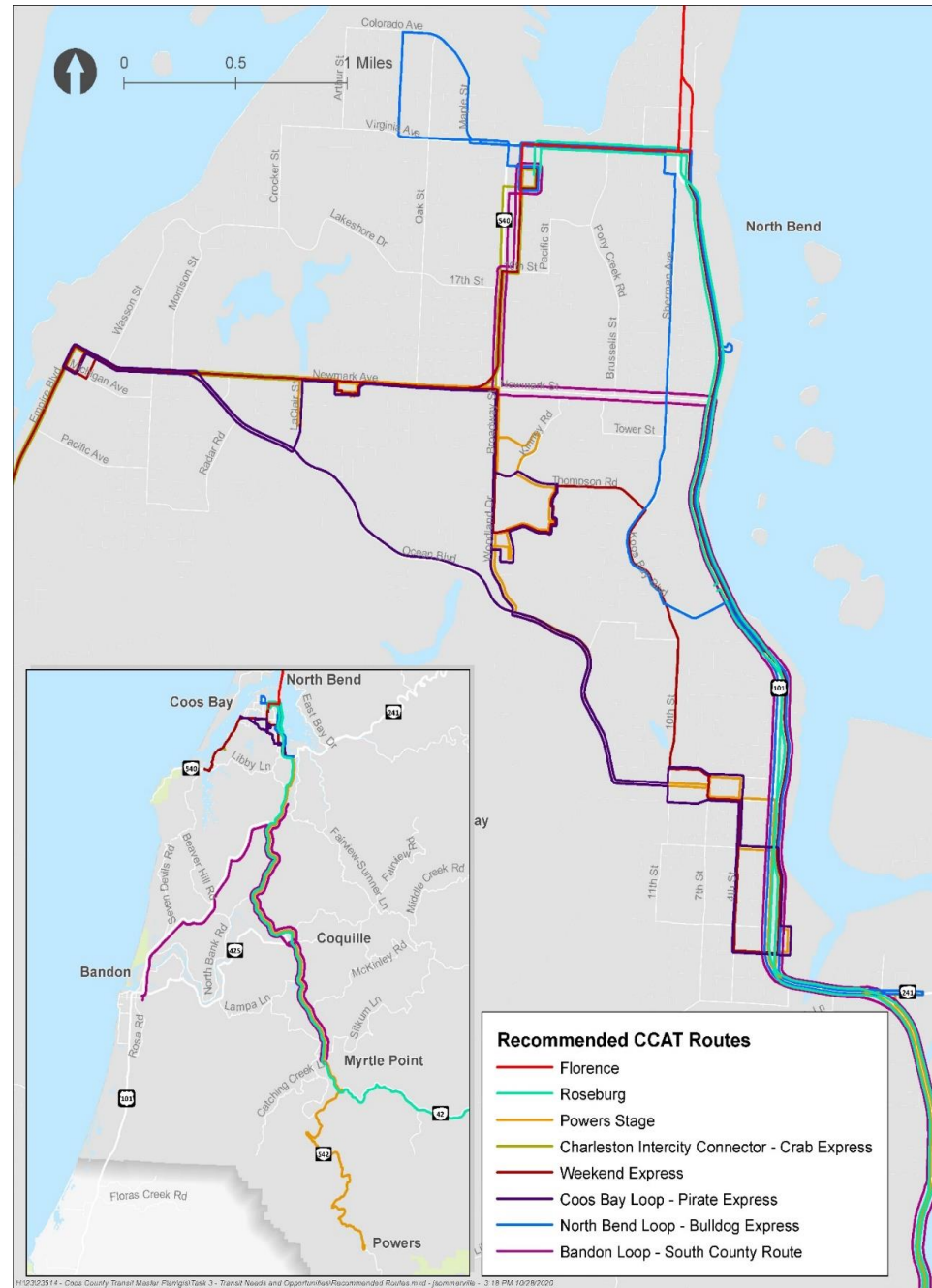
- Timber Express and Cranberry Express would be eliminated
- Service to Coquille and Myrtle Point, initially served by Timber Express would be provided by a combination of a new intercity route to Roseburg, a new South County route, and the Powers Stage route
- Cranberry Express in the current system has very low ridership and is proposed to instead operate as a new South County intercity route connecting Bandon, Myrtle Point, Coquille, and Coos Bay/North Bend

New Routes

- Three new routes namely, South County Route, Roseburg route and Florence route have been proposed to operate to serve North Bend, Bandon, Myrtle Point, Coquille, Roseburg and Florence



Recommended Routes



Longer-Term Service Alternatives

Deviated-Route Operation

- Monitoring how often particular destinations are requested for deviations.
- Monitoring whether deviation requests are impacting schedule reliability.

Added Coverage

Large areas currently unserved include:

- Neighborhoods south of downtown Coos Bay (high proportions of youth, low-income households, limited-English proficiency households, minorities, and persons with disabilities, as well as a relatively high overall population density). The limited street connectivity in these areas poses challenges to developing a route.
- Northwest Coos Bay and North Bend (high proportions of seniors, youth, and minorities, along with relatively high overall population density)
- Eastside (high population density and proportion of minorities)
- Neighborhoods north of downtown North Bend (high proportions of seniors)

Longer-Term Service Alternatives

Intracounty Service

- Service increases on the Highway 42 route, which would improve service for trips from Bay Area communities to Coquille and Myrtle Point.
- A Roseburg-based second bus on the Highway 42 route serving same-day round-trips from Roseburg, but also serving same-day round trips from Myrtle Point and Coquille to the Bay Area.
- Expand days of operation of Florence Route to provide service every weekday between Lakeside and the Bay area for employment and education purposes (early morning south bound). This trip, extended north will benefit Reedsport residents who work or study Bay area or wish to travel to Roseburg.

Longer-Term Service Alternatives

Intercity Service

Roseburg

The phased recommendations for adding additional service include:

- Thursday—to allow connections to and from the weekly Powers Stage, which serves a portion of the county with a high proportion of veterans; a major VA hospital is located in Roseburg
- Saturday—to provide opportunities for shopping, social, and intercity trips to Roseburg on the weekend
- Friday—to allow overnight trips to Roseburg on the weekend.
- Monday—providing service all 5 weekdays and fully replacing the North Bend/Coos Bay to Coquille service currently provided by the Timber Express
- Sunday—to provide service every day of the week, and to particularly serve weekend (Friday–Sunday) trips to other parts of the state

Longer-Term Service Alternatives

Intercity Service

Florence

The recommendations for adding service include:

- Wednesday—to provide a second connection opportunity to the Highway 42 route and provide service every weekday.
- Sunday—to serve weekend (Friday–Sunday) trips to other parts of the state.
- Saturday—to provide service every day of the week, and serve overnight weekend trips to Eugene.


Capital Alternatives and Technology

Vehicle Types, Fleet Size and Fuel Types

- CCAT has a fleet of 21 vehicles
- 3 vehicles were acquired in 2019 and have logged approximately 5,500 miles or fewer
- 13 buses have exceeded their Expected Useful Life (EUL) and are eligible for replacement in FY 20/21; 2 are eligible for replacement in FY 24/25
- Capital costs are expected to be \$125,000 per 22-foot bus, based on the American Public Transportation Association (APTA)'s 2020 *Public Transportation Vehicle Database*.

Total \$ = \$1,875,000

Vehicles to be replaced = 15

Local match = 3  / year,
\$50,000 – \$75,000/ year

Recommendation:

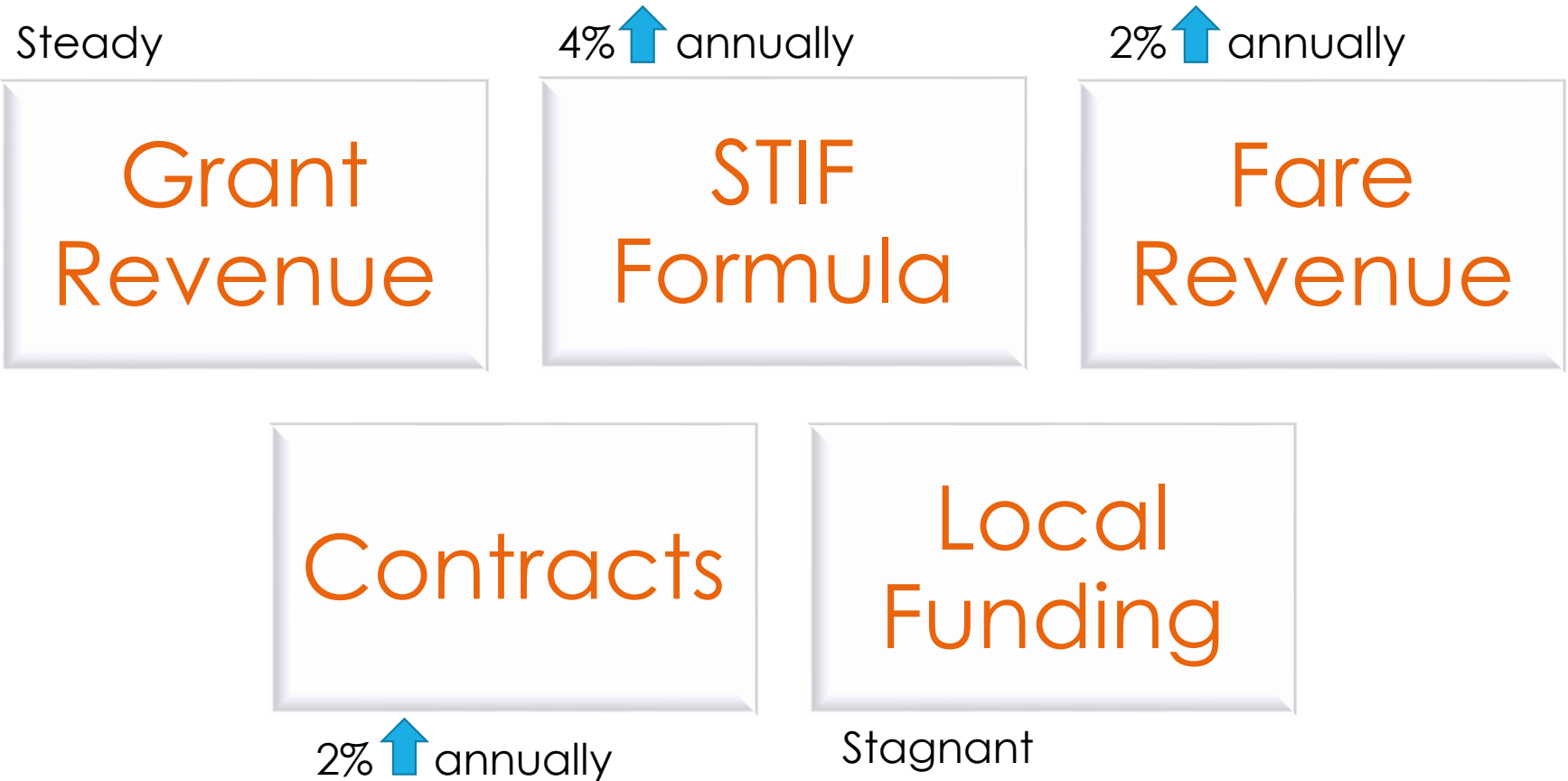
- Medium-sized buses (20-25 foot)
- Accessible vans for dial-a-ride service
- Maintain an average fleet age that is less than half the vehicles' average life span of the vehicles
- 20 percent spare ratio is recommended for fleet size, but this could be higher (e.g., 25%) based on the types of services CCAT offers
- Consider purchasing lower-emission vehicles such as hybrid-electric propulsion, all-electric buses or compressed natural gas (CNG) buses
- Low-floor buses for all deviated and fixed routes that are able to accommodate low-floor buses



Financial Assessment

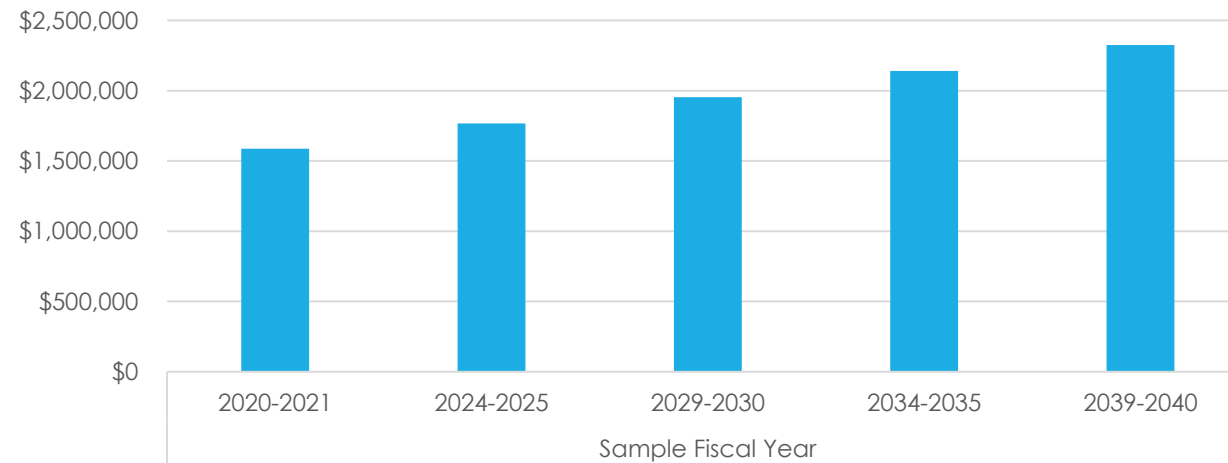
Funding Analysis

Projections for Existing Funding Sources



Projected Annual Revenues - Existing Funding Sources

Funding Scenario	Sample Fiscal Year				
	2020	2025	2030	2035	2040
Existing Funding Sources	\$1,586,000	\$1,805,000	\$1,991,000	\$2,177,000	\$2,363,000



Short-Term, Mid-Term and Long-Term Costs (1 of 3)

Service Alternatives Cost Summary

Route	Annual Vehicle Hours				Annual Cost (\$1,000) in Today's Dollars				
	Pre-COVID	Timeline	Change	Service Hours	Pre-COVID	Timeline	Change	Annual Cost (\$1,000)	
Bay Area Local (Pirate, Bulldog, Crab, Weekend)	5,338	Short	Deviated Fixed Route Model	8,295*	\$320	Short	Deviated Fixed Route Model	\$498	
		Mid	Short-term			8,295	Short-term		\$498
			Increase Service Span for Pirate Express, Bulldog Express and Weekend Express	+620		Increase Service Span for Pirate Express, Bulldog Express and Weekend Express	+\$37		
			Saturday Service	+1,320		Saturday Service	+\$79		
			Increase Frequency for Crab Express	+2,550		Increase Frequency for Crab Express	+\$153		
			Additional Bay Area Route	+2,550		Additional Bay Area Route	+\$153		
			Mid-Term Total	15,335		Mid-Term Total	\$920		
			Mid-Term	15,335		Mid-Term	\$920		
		Long	Increase Service Span for all Bay Area routes	+2,775		Increase Service Span for all Bay Area routes	+\$166		
			Increase Service Frequency for Pirate Express, Bulldog Express and Crab Express	+9,270		Increase Service Frequency for Pirate Express, Bulldog Express and Crab Express	+\$556		
			Long-term Total	27,360		Long-term Total	\$1,642		
			Long-term	27,360		Long-term	\$1,642		

*This increase is offset by reductions in paratransit.

Cost/hour = \$60/hour
 Service Cost Increase = 6%/year

Short-term = 2020 - 2024
 Mid-term = 2025 - 2030
 Long-term = 2031 - 2040

Short-Term, Mid-Term and Long-Term Costs (2 of 3)

Service Alternatives Cost Summary

Route	Annual Vehicle Hours				Annual Cost (\$1,000) in Today's Dollars			
	Pre-COVID	Timeline	Change	Service Hours	Pre-COVID	Timeline	Change	Annual Cost (\$1,000)
Timber Express	917	N/A	Elimination	N/A	\$55	N/A	Elimination	N/A
Cranberry Express	975	N/A	Elimination	N/A	\$59	N/A	Elimination	N/A
Powers Stage	536	Short, Medium, Long	N/A	536	\$32	Short, Medium, Long	N/A	\$32
South County	N/A	Short	Two trips/day	1,530	N/A	Short	Two trips/day	\$92
		Medium, Long	Short-term	1,530		Short-term	\$92	
			Four trips/day	+3,060		Four trips/day	+\$183	
			Mid-term Total	4,590		Mid-term Total	\$275	
ADA Paratransit (Bay Area)	4,547	N/A	Removed	-	\$273	N/A	Removed	-
Dial-a-Ride (Bandon)	975	N/A	Removed	-	\$59	N/A	Removed	-
Dial-a-Ride (Other)	4,300	N/A	Removed	-	\$258	N/A	Removed	-
Dial-a-Ride	N/A	Short, Medium	Deviated Fixed Route Model (2 vehicles)	4,080	N/A	Short, Medium	Deviated Fixed Route Model (2 vehicles)	\$245
			Mid-term	4,080			Mid-term	\$245
		Long	Deviated Fixed Route Model (3 vehicles)	+2,040		Long	Deviated Fixed Route Model (3 vehicles)	+\$122
			Long-term Total	6,120			Long-term Total	\$367

Short-Term, Mid-Term and Long-Term Costs (3 of 3)

Service Alternatives Cost Summary

Route	Annual Vehicle Hours				Annual Cost (\$1,000) in Today's Dollars			
	Pre-COVID	Timeline	Change	Service Hours	Pre-COVID	Timeline	Change	Annual Cost (\$1,000)
Roseburg	N/A	Short	Service on Tuesday and Wednesday	660	N/A	Short	Service on Tuesday and Wednesday	\$40
			Short-term	660			Short-term	\$40
		Medium	Service on Thursday and Saturday	+660		Medium	Service on Thursday and Saturday	+\$39
			Mid-term Total	1,320			Mid-term Total	\$79
			Mid-term	1,320			Mid-term	\$79
		Long	Service on Friday, Sunday and Monday	+990		Long	Service on Friday, Sunday and Monday	\$60
			Long-term Total	2,310			Long-term Total	\$139
Florence	N/A	Short	Service on Monday, Tuesday, Thursday and Friday	2,640	N/A	Short	Service on Monday, Tuesday, Thursday and Friday	\$158
			Short-term	2,640			Short-term	\$158
		Medium	Service on Wednesday	+660		Medium	Service on Wednesday	\$40
			Mid-term Total	3,300			Mid-term Total	\$198
			Mid-term	3,300			Mid-term	\$198
		Long	Weekend Service	+1,320		Long	Weekend Service	+\$79
Long-term Total	4,620		Long-term Total	\$277				
Total	17,588	Short-Term	17,741	\$1,055	Short-Term	\$1,064		
		Mid-Term	29,161		Mid-Term	\$1,750		
		Long-Term	45,536		Long-Term	\$2,732		

Summary - Short-Term, Mid-Term and Long-Term Costs

Route	Annual Vehicle Hours				Annual Cost (\$1,000, in Today's Dollars)			
	Existing	Short-term	Mid-term	Long-term	Existing	Short-term	Mid-term	Long-term
Bay Area Local (Pirate, Bulldog, Crab, Weekend)	5,338	8,295	15,335	27,360	\$320	\$498	\$920	\$1,642
Timber Express	917	N/A	N/A	N/A	\$55	N/A	N/A	N/A
Cranberry Express	975	N/A	N/A	N/A	\$59	N/A	N/A	N/A
Powers Stage	536	536	536	536	\$32	\$32	\$32	\$32
South County	N/A	1,530	4,590	4,590	N/A	\$92	\$275	\$275
ADA Paratransit (Bay Area)	4,547	N/A	N/A	N/A	\$273	N/A	N/A	N/A
Dial-a-Ride (Bandon)	975	4,080	4,080	6,120	\$59	\$245	\$245	\$367
Dial-a-Ride (Other)	4,300				\$258			
Roseburg	N/A	660	1,320	2,310	N/A	\$40	\$79	\$139
Florence	N/A	2,640	3,300	4,620	N/A	\$158	\$198	\$277
Total	17,588	17,741	29,161	45,536	\$1,055	\$1,064	\$1,750	\$2,732

Service Alternatives Cost Summary

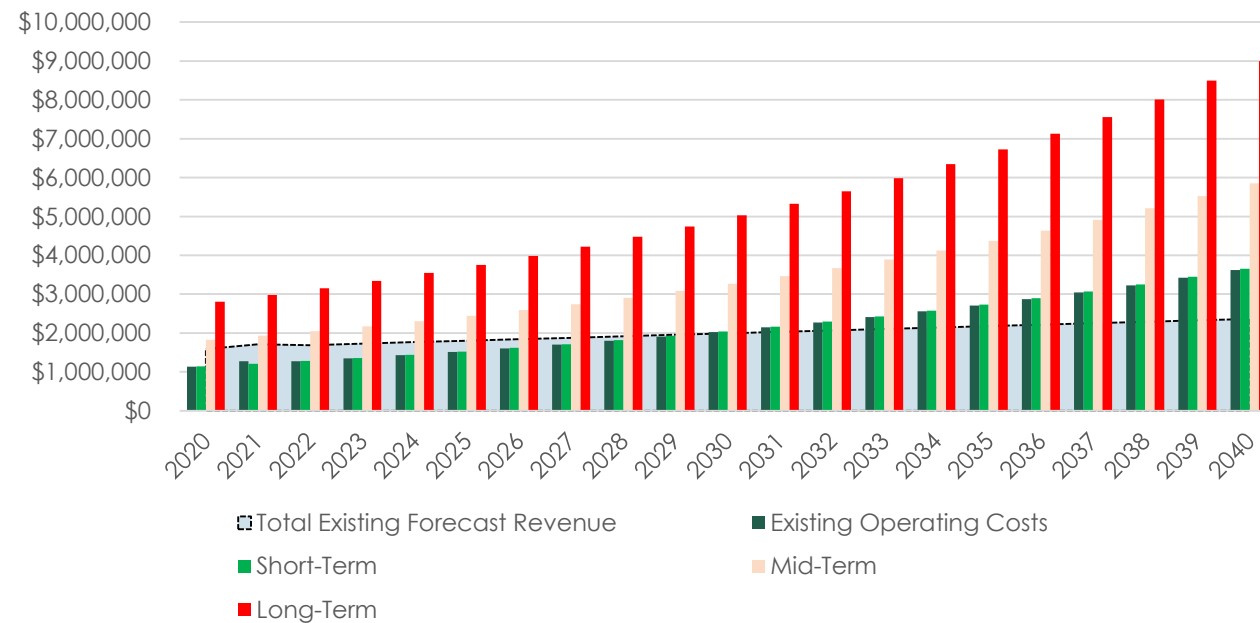
Service Alternatives Compared to Funding Projections

Capital and Fleet Local Match Costs

6%  annually

Costs	Sample Fiscal Year				
	2020	2025	2030	2035	2040
Fleet Replacement Costs	\$75,000	\$106,000	\$142,000	\$191,000	\$255,000

Projections of Total Existing Revenue Sources Compared to Short-Term, Mid-Term and Long-Term Service Alternatives Costs



Existing revenues are sufficient to cover short-term service alternative costs until 2030

Potential Future Funding Scenarios

- Existing revenues are sufficient to cover short-term service alternative costs until approximately 2030
- Additional funding is needed to implement mid-term and long-term recommendations

Potential Future Local Funding Sources for Consideration

Property Tax

- A property tax would provide a determined percentage per \$1,000 of assessed property value, such as twenty cents per thousand dollars (\$0.20/\$1,000) or 0.02%.
- Other transit providers in the state that use property tax: Lincoln County Transportation District, the Rogue Valley Transportation District, and many others

Employer-Based Payroll Tax

- A tax equivalent to the existing employee-borne tax funding the STIF would be 0.1% but could be set any desired level.

5% ↑
annually

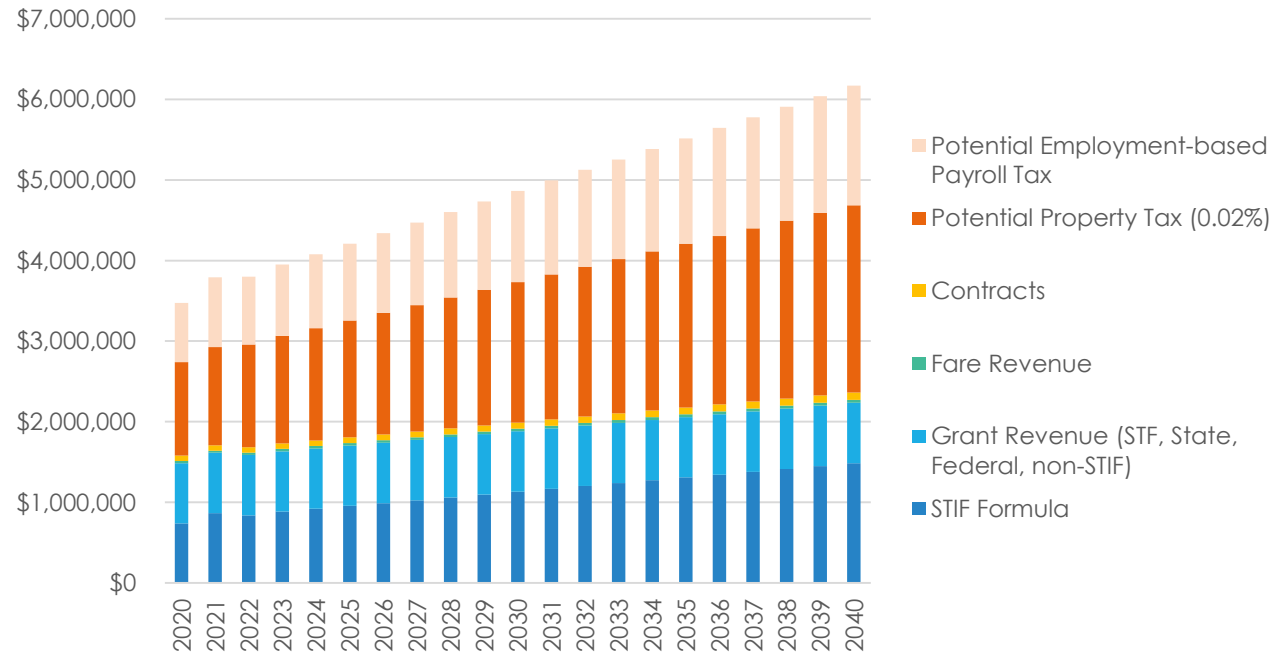
4% ↑
annually
(similar to
STIF)

Potential Future Funding Source	Variation	Fiscal Year				
		2020	2025	2030	2035	2040
Property Tax	0.05% within Coos County	\$2,900,000	\$3,625,000	\$4,350,000	\$5,075,000	\$5,801,000
	0.03% within Coos County	\$1,740,000	\$2,175,000	\$2,610,000	\$3,045,000	\$3,480,000
	0.02% within Coos County	\$1,160,000	\$1,450,000	\$1,740,000	\$2,030,000	\$2,320,000
Employer-based Payroll Tax	0.1% (equivalent to employee-based payroll tax used for the STIF)	\$737,000	\$955,000	\$1,132,000	\$1,308,000	\$1,485,000

Potential Future Funding Scenarios

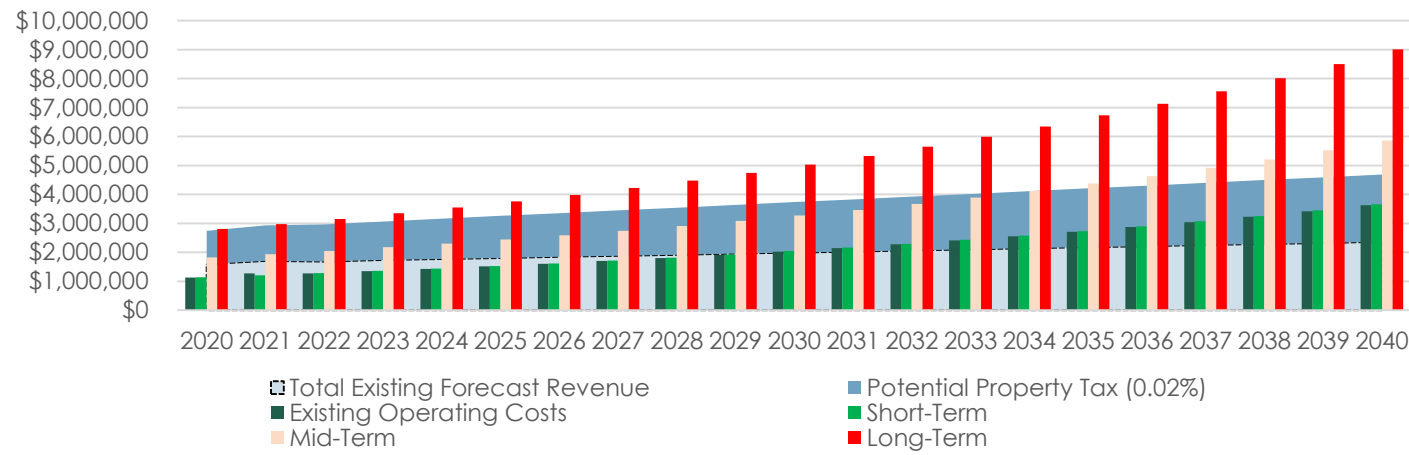
Funding Scenario	Fiscal Year				
	2020	2025	2030	2035	2040
Existing Revenue Sources (excluding STIF)	\$849,000	\$850,000	\$869,000	\$867,000	\$878,000
Existing Revenue Sources (including STIF)	\$1,586,000	\$1,805,000	\$1,954,000	\$2,177,000	\$2,363,000
Existing + STIF + 0.02% Property Tax	\$2,746,000	\$3,255,000	\$3,636,000	\$4,207,000	\$4,683,000
Existing + STIF + Employer-based Payroll Tax (0.1%)	\$2,323,000	\$2,760,000	\$3,050,000	\$3,485,000	\$3,848,000
Existing + STIF + 0.02% Property Tax + Employer-based Payroll Tax (0.1%)	\$3,484,000	\$4,210,000	\$4,732,000	\$5,516,000	\$6,168,000

Breakdown and Projections of Existing and Potential Local Funding Sources



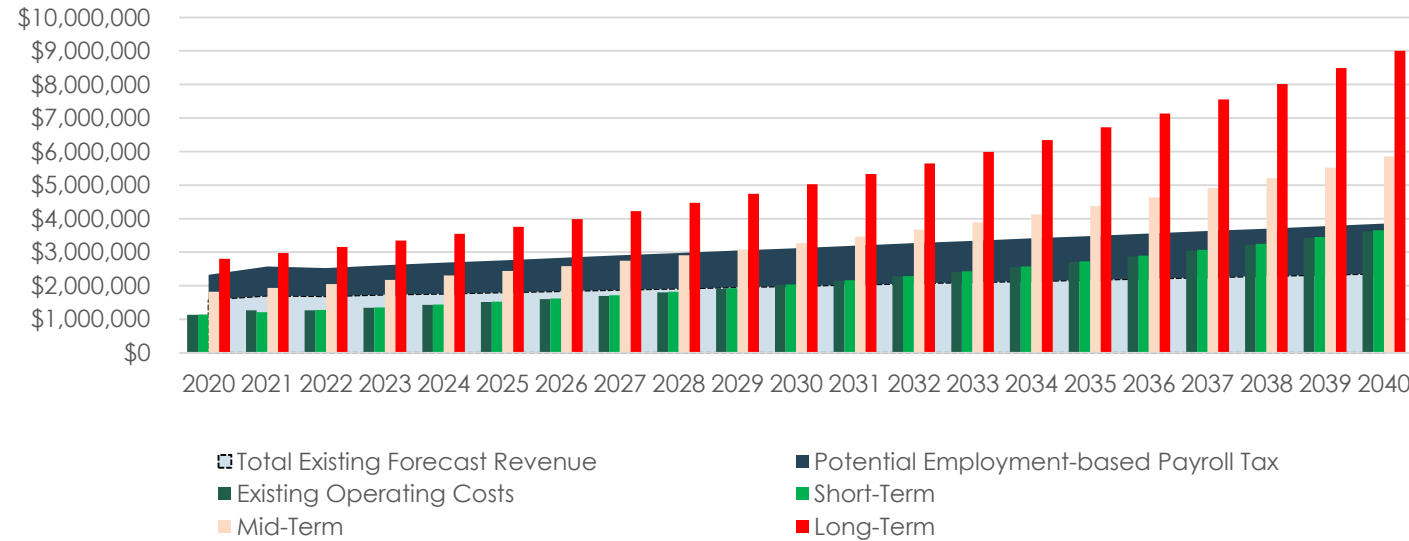
Potential Future Funding Scenarios

Scenario 1 – Inclusion of Property Tax (0.02%) Only



All short-term improvements can be covered; Mid-term improvements can be covered until 2034

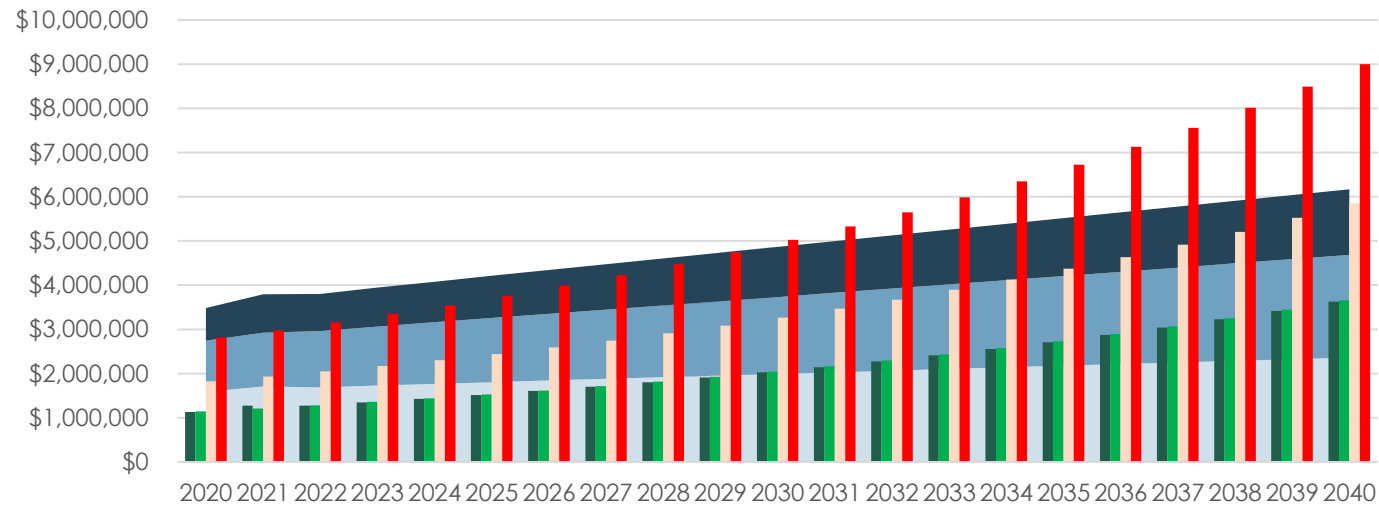
Scenario 2 - Inclusion of Employer-Based Payroll Tax Only



All short-term improvements can be covered; Mid-term improvements can be covered until 2029

Scenario 3 – Inclusion of Property Tax (0.02%) and Employer-Based Payroll Tax

Potential Future Funding Scenarios



- Total Existing Forecast Revenue
- Potential Property Tax (0.02%)
- Potential Employment-based Payroll Tax
- Existing Operating Costs
- Short-Term
- Mid-Term
- Long-Term

All short-term improvements and mid-term improvements can be covered throughout the plan horizon.

All identified long-term improvements would not be sustainable throughout 2040

Annual Operating Hours Available

Fundable Service Hours Beyond Short-Term Improvements

Excess Revenue	2020	2025	2030	2035	2040
Excess Revenue Beyond Short-term Improvements (Existing Funding Only)	\$447,000	\$280,000	(\$50,000)	(\$554,000)	(\$1,291,000)
With Employer-based Payroll Tax (0.1%)	\$737,000	\$955,000	\$1,132,000	\$1,308,000	\$1,485,000
With Proposed Property Tax (0.02%)	\$1,160,000	\$1,450,000	\$1,740,000	\$2,030,000	\$2,320,000
Annual Operating Hours Available	2020	2025	2030	2035	2040
Excess Hours Beyond Short-term Improvements (Existing Funding Only)	7,400	3,400	(400)	(3,800)	(6,700)
With Employer-based Payroll Tax (0.1%)	12,200	11,800	10,500	9,000	7,700
With Proposed Property Tax (0.02%)	19,300	18,000	16,100	14,100	12,000

CCATD Existing and Potential Funding Sources

Existing Funding Sources

Federal Grants

- Section 5303/5304/5305 - Metropolitan & Statewide Planning and Non-Metropolitan Transportation Planning Grant
- Section 5310 – Enhanced Mobility of Seniors & Individuals with Disabilities Formula Grant
- Section 5311 – Rural Area Formula Grant
- Section 5339 – Bus and Bus Facilities
- Surface Transportation Block Grant (STBG)
- Other Federal Funding

State Funding

- Special Transportation Fund (STF)
- Statewide Transportation Improvement Fund (STIF)

Local Funding

- Charges for Services (Fares)
- Other Transit Provider Revenue

CCATD Existing and Potential Funding Sources

Potential Additional Local Funding Sources

Local Taxes and Fees

- Property Taxes
- Business Taxes
- Payroll Taxes
- Tax Increment Financing
- Tax Incentive Zones
- Multimodal Impact Fees
- Parking Fees/Fines



Next Steps

- Draft Transit Development Plan (Meet on December 14th)
 - Adoption of TMP in early 2021
- 



Questions?
